

AGENDA

CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE

May 20, 1993

Hayward

ORGANIZATION

Introductions

Adoption of Minutes

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INFORMATION ITEMS

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93-5	BIKE LANE DELINEATION ACROSS FREEWAY RAMPS	(Lowden)

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89-9 EMERGENCY VEHICLE APPROACHING SIGN

Dick Folkers said that, the test signs are expected to be operational by March 1, 1993. The test sites will be in the City of Sacramento; on I Street, at 12th and 13th Streets; and on Del Paso Boulevard at Arden Way. He recommended the item be continued. Mr. Anderson said the test would last for six months.

ACTION: Item continued.

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91-7 LIGHT RAIL ALTERNATE FLASHING RED SIGNAL

Russ Taft asked that the item be continued because the Light Rail Safety Subcommittee is scheduled to meet on March 19, 1993.

ACTION: Item continued.

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92-13 POLICE OR SHERIFF'S FACILITY SIGN

Dick Folkers asked that the item be continued because he has not yet received a response from the Chiefs of Police for California.

ACTION: Item continued.

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92-18 GOLF CART SYMBOL SIGN

Dick Folkers presented the Committee with a black and white and a green and white symbol signs for golf carts, together with their educational plates. The black and white sign is used on streets where golf cart lanes are striped and the green and white sign is used in locations where there is no golf cart lane striping. Folkers also presented a GOLF CARTS MAY USE SIDEWALKS sign for use where the City required an 8' wide sidewalk, in the absence of any road, to connect golf courses.

Folkers exhibited a videotape which explained the City of Palm Deserts electric golf cart transportation program. The film said that golf carts are environmentally cleaner and cheaper to drive. The cost is approximately 4¢ to 5¢ per mile. Electric carts can be charged at one of the city's specially designed parking lots. Minimum modifications for golf carts to meet the code include, brake lights, turn signals, and rear and side view mirrors. If the carts meet the code and are inspected, drivers may obtain a two year driving permit.

Folkers said there was a fee for the inspection and certificate, but at this time there is no fee for the electric cart charge. The FHWA considers this to be an experimental program. Folkers said that seat belts are required and is proposing the use of standard green for the sign. When the use of sidewalks is allowed, only signs will be used and lanes will not be striped. Bicycles can use golf cart lanes but golf carts cannot use bicycle lanes.

ACTION: Item continued.

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93-3 BIKE LANE DELINEATION REVISION

Perry Lowden explained that the Traffic Manual (Figure 6-25 "Bike Lane Signing and Markings") shows that an optional dash is permitted in the last 200'. The California Bicycle Advisory Committee has recommended that this distance be reduced to 100' because some blocks are shorter than 200'. The Vehicle code says that drivers can encroach on the bicycle lane within 200' of the intersection. Mike Howard was concerned that regardless of how it is striped, the motorist could still legally enter the bike lane at 200'. The motorist might be cited for failure to obey roadway markings and have it on his driving record, when in fact he can legitimately be in that lane.

Russ Taft said a motorist will interpret a dashed line to signify its allowable to cross, and a solid line, especially a wide solid line, to mean don't cross. Harold Rosenberg said the Vehicle Code stipulates that you cannot drive in a bike lane but it does allow crossing a solid white line. Rosenberg recommends indicating to the motorist where he is to drive when approaching an intersection and turns right. He is in favor of dropping the solid line because it may be misconstrued by either the motorist or the police officer. Gary Foxen explained the Bicycle Committee is concerned that requiring a 200' broken line, in the case of a short block, can cause the entire line to be dashed.

Dave Royer said that the City of Los Angeles requested the reduction because they wanted the traffic engineer have discretion to determine the appropriate distance for the right turn pocket. In the case of a shared lane with parked cars, 200' becomes prohibitive because a 300' block precludes parking. Royer recommended that the wording in the Vehicle Code [Section 21209 (3)] be revised.

MOTION: By Gary Foxen, second by Dick Folkers, to refer the matter back to the California Bicycle Advisory Committee to evaluate conflict with, or revision of the Vehicle Code to allow their recommended striping pattern. Motion carried 8-0.

ACTION: Item continued.

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93-4 CONVEX MIRRORS

Bruce Carter noted that this device was discussed by the Committee under Light Rail Alternate Flashing Red Signals (Item 91-7) and asked the Committee if it cared to discuss establishing standards for using convex mirrors. Carter acknowledged that this was not a traffic device, but wanted to use one and elected not to, because of the potential liability due to a lack of standards of application. Carter knows that other local agencies have employed them, it is sometimes the only solution, and he has been asked by others to seek standard usage.

Harold Rosenberg recalled that this item had come been discussed by the Committee and asked the Secretary to research the matter. Rosenberg's recollection was that the image was so distorted that judgment of the position of another vehicle was undependable and it became a liability risk. The item was dismissed as a non traffic control device.

Russ Taft said that the City of San Francisco is considering using mirrors as a traffic control device by erecting signs that say LEFT TURN MUST USE MIRROR. The Light Rail Committee is considering convex mirrors because motorist's rear view mirrors do not appear to have sufficient scope to show the track when making a left turn. Convex mirrors are low cost, they don't provide very much depth perception, but they can alert the motorist that something is there.

Gary Foxen said that these are not traffic control devices because they do not warn, regulate, or guide traffic. Foxen feels that these devices can not properly be used without a great deal of experience. Although there are some locations where there is no alternative to this gadget, they are a poor substitute for resolving the real visibility problem. Carter noted that, if they are being used, there ought to be some guidance.

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93-4 CONVEX MIRRORS (continued)

Larry Hurt from the County of San Diego wanted to speak against the device citing distortion of distances, unfamiliarity of the driver, vandalism in rural areas by shooting, moisture conditions which cloud mirrors, sand blasting, and requested that the Committee not adopt any standard. Hurt said these mirrors should not be compared to the convex mirror in cars because the driver maintains the car mirror, but would not maintain the device on the road.

Dick Folkers said he is aware of special situations where this device is necessary. There are everyday cases where it does work.

MOTION: By Russ Taft, second by Perry Lowden, continue the item subject to discussion by the Light Rail Committee. Motion carried 7-1.

ACTION: Item continued.

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OFF AGENDA ITEMS

Dick Folkers said that Mexico has a blinking green light used as a warning phase and asked that this be brought up at the next meeting. Bob Donner said that Delaware has an experiment with a flashing green light used to allow motorists to proceed with caution. Motorists can enter an intersection with an opposing green light in the other direction. Folkers asked the Secretary to place the item on the agenda.

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OFF AGENDA ITEMS

Harold Rosenberg said there is a proposal by the FHWA recommending centerline striping shall be placed on all paved roadways, in rural districts, on all two-way roadways, 18' or more in width, when the prevailing off-peak 85 percentile speed or posted speed limit, whichever is higher, is 35 m.p.h. or greater. In addition the centerline stripes will be in residence or business districts on all through highways with an ADT of 1550 cars or greater and on other streets when the ADT is 500 cars or greater.

Rosenberg said in urban areas almost every street would be required to have centerline striping because it only takes 50 homes to produce 500 cars. The Striping Committee has a more reasonable proposal. It says, centerline striping shall be placed on all paved roadways, in rural districts, on all two-way roadways, 18' or more in width, with an ADT of 1000 cars or greater, and in residence or business districts on all through highways with a traveled way of 20' or more in width, with an ADT of 5000 cars or greater. Rosenberg wrote a letter to the chairman protesting the FHWA proposal and asked that others write in protest. Chairman Howard encouraged this response. Perry Lowden said it was published in the register and the protests were sufficient to kill it but he too encouraged everyone to respond. Rosenberg later asked that it be put on the agenda.

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OFF AGENDA ITEMS

David Royer of the City of Los Angeles said the FHWA is looking at what is termed a strong green and strong yellow. They have been encouraging local agencies to experiment with the colors. Royer feels the color may have merit. It appears better than the orange-yellow now in use. The proposal would be to experiment with the new colors on warning signs for pedestrian crossings, school crossings, and bicycle crossings. Royer said lime yellow might be the most visible color in the spectrum and may make the most visible sign. If this proves to be the case FHWA will seriously consider going away from the orange-yellow spectrum to the lime-yellow spectrum. Application will be made through the FHWA. Royer said he would like this brought up as an agenda item. Gary Foxen agreed.

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OFF AGENDA ITEMS

Perry Lowden announced that Chapter 10 of the Traffic Manual needed to be reprinted and that minor corrections will be made before publication. Chapter 4 will also be updated to include changes recommended by the Committee over the past 6 years. He requested any changes be submitted by March 15th.